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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	Skoda Works, National Enterprise, Shipyards in Komarno 50X1	DATE DISTR.	
DATE OF INFO.		NO. OF PAGES	
PLACE ACQUIRED		REQUIREMENT NO.	
		REFERENCES	

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1-6/743.43	27M
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4-12/743.43	27M
756.172	7M
124.32	N(ZM)
124.33	27M(N) (72)

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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CONFIDENTIALREPORT NO. 

COUNTRY Czechoslovakia

DATE DISTR. 21 DEC 1954

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Shipyards in Komarno

NO. OF PAGES 7

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THIS IS UNEVALUATED INFORMATION

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1. Between 1948 and 1952 the Skoda Works, National Enterprise, Shipyards in Komarno (N 47-46, E 18-08) built new shipyards which were administratively incorporated with the old Skoda Shipyards in Komarno and were apparently built in connection with the Soviet orders for river passenger ships and river tugboats. The Soviet orders were the only production scheduled for the new shipyards, and since these orders did not require the use of the entire building area there was space left for other production. The old shipyards were engaged in repair work only and were far less important than the new shipyards. The outward appearance of the old shipyards was the same as prior to World War II.
2. The new shipyards employed about 5,000 people. The workers were mostly Hungarian nationals who were Czechoslovak citizens, residing in the Komarno area. They were typical peasants and were unfamiliar with industrial work.
3. In 1952 there was a change in management because those in charge at the time did not want to make any commitments about the new production program since they believed it to be too high. The new management, installed in 1952, was made up of people who were not experienced in shipbuilding.  the leading technicians were procured. Ing. Krcmarik was general manager; Ing. Schweidler was chief engineer. The new executives left the shipyards, one after the other, and finally Krcmarik, himself, left in early summer 1954. It was rumored that he became manager of the iron works in Piesok.<sup>2</sup> Ing. Krajer, an executive of the Ministry of Machinery Construction, became manager of the Skoda Shipyards in Komarno in summer 1954 after the departure of Krcmarik.
4. Men who held responsible positions at the shipyards in Komarno  that navigation on the Danube River had been practically cut off. Prior to World War II about 80 tugs passed on the river daily but during recent years the number had fallen to 10 tugs daily.

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Comment: this iron works was part of the iron works in Podbrezova (N 48-49; E 18-32) and/or located in the vicinity of Podbrezova.

Legend (see sketch page 6):

1. New shipyards in Komarno.
2. Spur track leading to shipyards from the local station called Station of Youth.
3. Bratislava Gate on the highway leading from Komarno to Bratislava.
4. Station of Youth built during 1953 or 1954.
- 4a. Small ramp for loading and unloading materials.
5. Site of old fortifications shown on map used for overlay. These fortifications had been entirely removed; however, fortifications north of the Station of Youth were still standing.
6. Section of railroad between ramp (point 4a.) and bridge (point 20) which had been removed.
7. New railroad line under construction. The bed was finished and the rails were ready to be laid in August 1954.
8. Probable continuation of railroad line (point 7). This part of the line was not seen by source.
9. Section of highway, Bratislava-Komarno, which did not appear on map used for overlay. This section was built at the same time the new shipyards were constructed and replaced the section of the old highway which appears on the map used for the overlay. The old highway was removed. The new highway section bordered the shipyards area on the north until summer 1954 when the shipyards area was enlarged and extended across this highway. No traffic was allowed on this section of the highway.
10. Probable direction of the new highway which replaced highway (point 9) which had been closed.
11. Section of new highway which was in use in summer 1954.
12. - 19. Omitted.
20. Railroad bridge which was destroyed during World War II. The pillars and part of the new bridge, as shown on the overlay, were finished in August 1954.
21. Railroad bridge across the Vah River. This was a temporary wooden bridge.
22. Highway bridge across the Vah River. This was a temporary, wooden, military-type bridge.
23. Bridge across an inlet of the Danube River on which the new shipyard was located. This bridge was elevated about two meters during 1952 so that passenger ships built for the USSR could pass under it.

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24. - 29. Omitted

30. Old housing project built by the shipyards between 1948 and 1952.

31. New housing project begun by the shipyards after 1952 and still under construction in summer 1954, although the main part of the project was occupied at that time. The overlay shows the approximate location of this new housing project.

32. New road leading to the old housing project. Construction of this road was begun in 1952 and was completed in 1954.

33. New road completed in 1954.

34. The new road (point 33) probably continued in this direction

50X1 [redacted]  
that there was a road there.

35. - 39. Omitted.

40. Watchtower, wooden, about five meters high. This tower was not manned. There was at least one other unmanned watchtower in this same area; [redacted] These towers were erected sometime after 1952.

50X1 41. Watchtower on the Hungarian bank of the Danube River. [redacted]  
50X1 [redacted] in 1952. The tower was manned, [redacted]  
[redacted] by Soviet soldiers. It was believed that there was a  
50X1 Soviet garrison in the barracks located close to the watchtower because broadcasts in Russian had been heard. 50X1

42. Komarno city water works.

43. Old shipyards in Komarno.

44. Offices of the representatives of the Soviet Ministry of River Fleets.

Legend (see sketch page 7):

1. Barbed-wire fence bordering the shipyards area before it was extended.

2. New fence bordering the enlarged shipyards area. [redacted]

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3. Wooden watchtower. This tower was not manned. The floor of the tower was about four meters above the ground and about two meters above the roads (points 101 and 102). The road beds were about two meters above the surrounding terrain.

4. Auxiliary gate. Entry was not allowed to low-ranking employees or non-employees.

5. Shelter for gatekeeper.

6. Single-story wooden barracks with offices and small storage area for firms connected with the shipyards.

7. Launching area which sloped into the water. Flat cars and tracks for transporting vessels to the water were located there.

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8. Electrically driven drums for winding and rewinding cables attached to the flat cars (point 7).
9. Tracks on which vessels were transported to the launching area (point 7). The vessels were first placed on cradles in the assembly halls. These cradles were then pulled out of the assembly halls onto flat cars which had rails on their surface and which moved the vessels from the assembly halls to the launching area (point 7), where the cradles were transferred to the flat cars used in launching.
10. - 20. Omitted.
21. - 28. Eight assembly halls. It was possible to assemble one river passenger ship or two river tugboats in each hall. Five assembly halls (points 21 through 25) were built prior to 1952. The construction of the remaining halls (points 26 through 28) began in 1952.  the halls were in use in 1954. The latter assembly halls were built by an Austrian firm. They were higher than the old assembly halls and it was possible to complete the entire assembly of a passenger ship in these halls. The old halls (points 21 through 25) were too low to complete the assembly of the upper part of the passenger ships (captain's bridge).
29. - 30. Area which connected the assembly halls. A crane on an overhead track was located there.
31. - 32. Auxiliary assembly halls where sheets were cut and bent and partial assembly of vessels was performed. Hall (point 32) was in use in 1952. Hall (point 31) was constructed sometime during 1953 and 1954.
33. Administration building, two floors, brick. In use in 1952.
34. Administration building, two floors, brick. This building was built during 1953 and 1954. Offices of the manager and chief engineer were located there.
35. Administration building. Offices of the Soviet Bureau for River Standards were located in the western part of this building.
36. Joinery shop.
37. - 38. Single-story wooden barracks used for various types of workshops such as plumbing, etc.
39. Storage area for joinery shop.
40. Boiler house.
41. Main gate and gatekeeper's shelter.
42. Anchorage for vessels under construction.
43. - 49. Omitted.
50. - 51. Administration buildings.
52.  a warehouse because of its small windows. The edges of the roof were irregularly gabled.  this was for camouflage purposes.
53. - 59. Omitted.

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60. A network of spur tracks (normal gauge) leading from all assembly halls and auxiliary assembly halls to the main railroad line.
61. Spur track (normal gauge) leading to boiler house (point 40).
62. Spur tracks (normal gauge) leading from the assembly-hall-connecting area (point 29) along the anchorage area (point 42).
63. - 69. Omitted.
70. Crane on ground track for servicing vessels in the anchorage area (point 42).
71. Crane on ground track. Sheets and rolling materials were also stored in this area.
72. Probably a crane on ground track.
73. - 74. Main concrete roads within the shipyards area.
75. - 99. Omitted.
100. Highway, Bratislava-Komarno; the main access to the shipyards.
101. Section of highway (point 100) which was closed to traffic.
102. Road leading to the Komarno city water works. (See point 42, page 6, first sketch.)
103. Barrier on highway (point 100).

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[illegible]

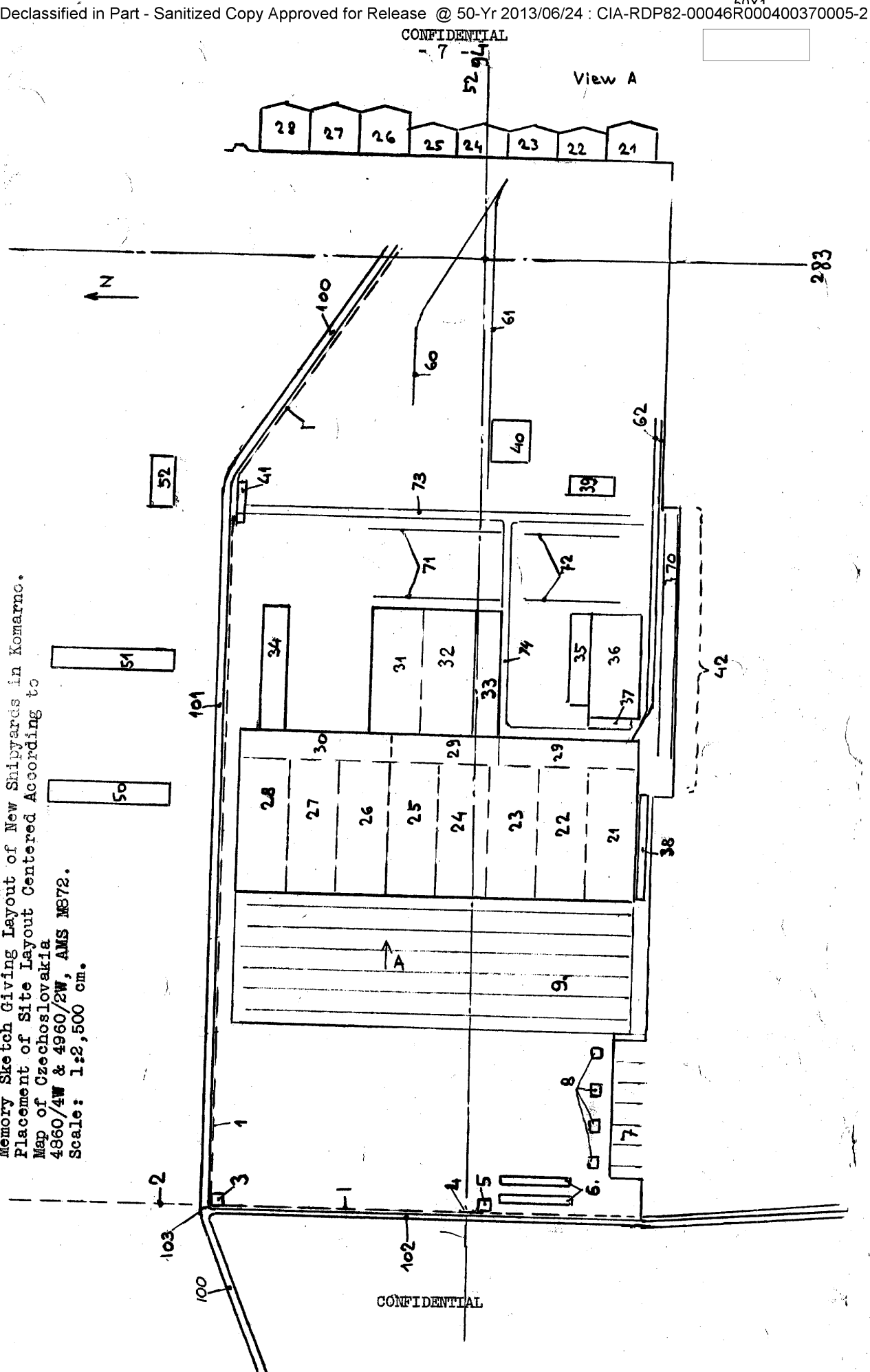
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View A

Memory Sketch Giving Layout of New Shipyards in Komarno.  
Placement of Site Layout Centered According to  
Map of Czechoslovakia  
4860/4W & 4960/2W, AMS M872.  
Scale: 1:2,500 cm.



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